

DATE 1200Z 06 OCT 62

TOP SECRET

1	2	3	4	5	6
2				5	
3				6	

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION: OPS (1,2,3,4,5,)

INFO : S/C (6)

TOR: 1256Z 06 OCT 62

OPERATIONAL IMMEDIATE

25X1A

25X1A

IN 51065  
25X1A

TO OPIM [REDACTED]

INFO PRITY [REDACTED]

CITE [REDACTED] 220

[REDACTED] NIMBUS 25X1A

A. 3099 25X1A

B. [REDACTED] 06/1030Z

C. NO INJURY

D. NO DAMAGE

E. APPARENT FUEL FEEDING FROM RT SIDE ONLY CAUSED LEFT WING 25X1A

HEAVINESS TO EXTENT CONTROL ACFT BECAME EXTREMELY DIFFICULT  
AND COULD NOT BE CORRECTED BY FUEL TRANSFER AT ALT.F. NONE. GCI CALL AND TACTICAL CALL USED ONLY ON UHF. SSB  
NOT USED. INITIAL NOTIFICATION TO [REDACTED] WAS RELAYED THRU 25X1A  
SKY HIGH CONTROL.G. RMKS: INITIAL INSPECTION AFTER LANDING SHOWS FOLLOWING  
ESTIMATED DISTRIBUTION OF FUEL. RH MAIN EMPTY, RH AUX FULL,  
LH MAIN 2-250 GALS, LH AUX EMPTY. ALTHOUGH SITUATION IMPROVED  
TO SOME DEGREE AT LOW ALT, IT DOES NOT APPEAR TO HAVE BEEN  
RESOLVED. AT THIS TIME [REDACTED] PERSONNEL FEEL POSS CAUSE 25X1AICE IN FUEL SYSTEM FROM CONDENSATION IN TANKS AND/OR FAILURE  
OF MAIN TRANSFER PUMPP.  
WILL ADVISE.

TOP SECRET

DOCUMENT NO. \_\_\_\_\_  
 NO CHANGE IN CLASS. ☐  
☐ DECLASSIFIED  
 CLASS. CHANGED TO: TS (S) C  
 NEXT REVIEW DATE: \_\_\_\_\_  
 AUTH: HR 70-2  
 DATE: 22 Oct 86 REVIEWER: [REDACTED]

GROUP 1  
 EXCLUDED FROM AUTOMATIC  
 DOWNGRADING AND  
 DECLASSIFICATION  
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